Strength of Railway Staff at Dibrugarh

1308. SHRI GURUDAS DAS GUPTA: Will the Minister of RAILWAYS be pleased to state:

(a) the names of the offices of N.F. Railway as well as the details of strength
of the railway staff at Dibrugarh which existed/positioned there before three decades back with details of designations of the then officers;

(b) the names of offices of the said railway at Dibrugarh at present; each office-wise;

(c) the date on which Tinsukia was upgraded as Divisional Headquarters of N.F. Railway with the details of offices shifted from Dibrugarh to Tinsukia since then till now; and

(d) whether it is a fact that the various facilities earlier available at Railway workshop as well as Railway Hospital at Dibrugarh have, over the years, been shifted elsewhere; if so, the details thereof and the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. K. IAFFER SHARIEF): (a)
to (c) A statement is attached. (See below).

(d) No, Sir; does not arise.

Statement

(a) Prior to the upgradation of Tinsukia as a Transportation Division in 1971, the following position of offices and staff was prevailing at Dibrugarh.

(i) Works Manager, Dibrugarh Work shop with 4 Gazetted and 1830 non-gazetted staff (ii) Assistant Controller of Stores with 201 laon-gazetted staff (hi) Senior Accountant for Dibrugarh Workshop with 88 non-gazetted staff, (iv) District Engineer with 174 non-gazetted staff. (v) Assistant Engineer with 14 non-gazetted staff, (vi) District commercial Superintendent with 1 gazetted and 76 non-gazetted staff, (vii) Assistant Personnel Officer for Traffic Establishment with 50 non-gazetted staff.

(viii) Assistant Electrical Engineer with 36 no'n-gazettedi staff. (ix) Assistant Medical Officer with 8-gazetted and 104 non-gazetted staff.

(b) The names of offices presently functioning at Dibrugarh are:

(i) Works Manager's Office for the Loco, Carriage _and; Wagon repairing workshop, (ii) General Stores Depot Office, (iii) Senior Accountant's Office for Dibrugarh Workshop, (iv) Divisional Engineer's and Assistant Engineer's Offices, (v) Assistant Electrical Engineer's Office, (vi) Divisional Commercial Manager's Office, (vii) Chief Medicai Superintendents office.

(c) Initially, in "1971, Tihsukia was upgraded to a Transportation Division and subsequently, in 1888 to a full-fledged Divisional Office. Assistant Per sonnel Officer, alongwith a non-gazetted strength of 50 was first shifted to Tin sukia in 1971 . Later, the Assistant Elec trical Engineer's office was segregated and one complement of 26 non-gazetted staff was shifted to Tinsukia to function under Divisional Electrical Engineer, Tinsukia with effect from 1-4-85 and the balance Don gazetted staff strength was placed under a newly created post of Di visional Electrical Engineer, Dibrugarh Workshop.

Extension of Simalnguri Moranliat railway line

1309. SHRI N. GIRl PRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose the alignment of Moranhat with Dibrugarh which will not only decrease the distance between Simaluguri and Dibrugarh by above 60 kms. but will also result in significant reduction of transportation cost of essential commodities also provide big relief to about.7,500 daily commuters in the said, section as well as bring the oil towns of Sibsagar and Moran into mainstream; and

(b) if so, what arc (he details thereof and if not, what are the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. K IAFFER SHARIEF): (a)
No, Sir.

(b) Constraint of resources.

Discontinuation of Token system at Delhi Railway Stations

1310. SHRI GHUFRAN AZAM: Will
the Minister of RAILWAYS be pleased to state:

(a) whether the token system was in existence at the reservation counter? of New Delhi and Old Delhi Railway Stations for commuters to buy advance reserved tickets;

(b) if so, whether it is a fact that the token system has been di-Kchtinuej since the past few months;

(c) if so, the reasons and justifications
thereto;

(d) whether the railway ticket seekers have to face now great difficulties and to stand in queue for hours together;

(e) whether Government propose to take action against those who have discontinued the token system; afad

(f) by when it is to be introduced again?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Token system was in existance in IRCA Reservation Office, Delhi but not in New Delhi and Old Delhi Railway station.

(h) Yes, Sir,

(c) Token system was dicontinned following receipt of complaints of misuse of token, by anti-social elements.

(d) No, Sir.

(e) and (f) Do not arise.

Piagsengn Trains withdrawn In Tamil Nadu

1311. SHRI S. VIDUTHALAI VIRUMBI. Will the Minister of RAILWAYS be pleased to state the details of passenger trains which have been withdrawn from regular services in Tamil Nadu during the last three years and the total distance used to be covered by those trains?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): la Tamcl Nadu 552/553 Salem-Mettur Dam
Passenger and 692/697 Thanjavur-Nagore Passenger covering a distance of 41 kms. and 86 kms. each way respectively, have been cancelled during last 3 years from 1991-92 to 1993-94.

Commercial Exploitation of Railway Land

1312. SHRI JAGMOHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have decided
to exploit commercially their rights over
railway lands/tracks between Delhi and New Delhi and also at Chanakayapuri and Brar Square stations;

(b) whether the provisions of the Delhi Master Plan, which has statutory backing have been considered; and

(c) whether such a decision is not at variance with Gvemment policy of deeon-gesting Delhi and developing, instead, the National Capital Region?

THE MINISTER OF RAILWAYS (SHRI C. K. IAFFER SHARIEF): (a) No. Sir. However, preliminary steps have been taken to determahe the potential and feasibility of property development by utilising the airspace over railway land/tracks at Chanakayapuri and New Delhi—Sadar Bazar Railway Station area.

(b) and (c) Do not arise.